



Amphibious Ship Programs 21 May 2008

**Amphibious Ship Programs Section
POE-50, PP&O**

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Amphibious Ship

- Amphibious Lift – Shipbuilding Position
- Programs:
 - Current Ship Inventory
 - Big Deck Programs (LHD-8 / LHA-6 / Future Big Decks)
 - LPD-17
 - LSD
- Other Related:
 - Amphib OAG (3-5 Jun / Norfolk)
 - Ship Weight and Stability Working Group
 - Ship to Shore Connectors
 - Studies



Amphibious Ship - MPF(F) Shinbuilding Position

MROC DECISION MEMO 08-2007

- The Marine Corps operational lift requirement (minimum) is 2.0 amphibious MEB Assault Echelons and 1.0 MPF(F) and Legacy MPSRONs*.
- A total of 30 Operational Available (Ao) amphibious ships (i.e., 10 Ao LHD-1/LHA-6 Class Ships, 10 Ao LPD-17 Class Ships, and 10 Ao LSD 41/49 Class Ships) are required to support the 2 MEB Assault Echelon forcible entry force directed by the Strategic Planning Guidance (SPG). The actual number of fleet ships must be larger than 10-10-10, since not all ships will be operationally available at any one time. **Thus, 11-11-11 mix is the stated USMC position for amphibious ships.**



AMPHIB LIFT

- **SO WHAT?**

- **33 SHIPS GET YOU 30.**

- **ONE MEB equals 15 ships (5 Big Decks, 5 LPD-17's and 5 LSDs)**

- **Two MEBs = 30 Ships**

5 Big Deck estimate didn't include LHA(R)

Data that determined this ship mix was a pre-OIF equip set (no armor or other emergent equipment considered). JLTW, EFV and other future equipment sets will further challenge lift.

- **AE Lift Competes with Presence Ops:**

- **Maritime Missions (5th Flt)**

- **Normal MEU Deployments**

- **Theater Security Engagement**

Consider the following:

- One East Coast ESG Deployed: 3 ships

- One West Coast ESG Deployed: 3 ships

- FDNF Sasesebo: 4 ships

- Notional Maritime mission/TSC: 2 ships

- Ships in maintenance: 3 ships

Can we deploy a MEB in total from one coast?

Key is that we must be able to aggregate forces on the front end to meet deployment requirements.

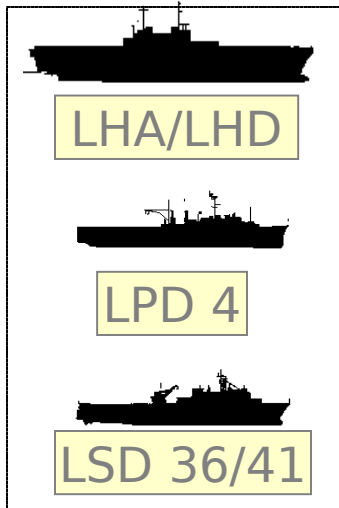


Amphibious Fleet Transformation

Operations from 1- 5 miles off beach

Based Operations from 25+ miles

1990



First Class Warships
Enable Operational
Maneuver From The
Sea and Ship To
Objective Maneuver



Enhanced Capabilities:

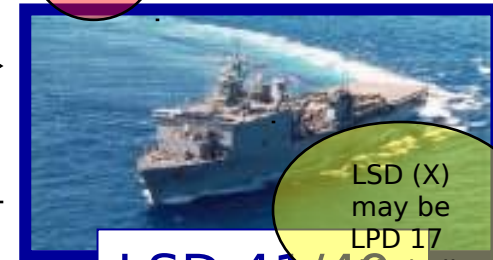
- Seabasing Platforms
- LCAC, EFV
- MV-22, JSF
- Improved Self-Defense
- Improved C4I

STS
Mobility
Triad
Status

2015



LHA/LHD/LHA(R)



LSD 41/49

LSD (X)
may be
LPD 17
ship hull
type



LPD 17



Current Amphib Ship Inventory

- **We do not currently meet the stated 30 Ao 2.0 MEB Lift Requirement.**
 - Only 31 ships and includes Legacy LHA-1s and LPD-4s.
- **Current amphibious shipping experiencing weight and stability concerns. Over 70% of amphibious ships have been assigned a stability restriction.**
- **C4 and space modernization issues.**
- **ESG office and habitability space concerns.**
- **LHA-1's aren't programmed to receive any JSF ship alts.**



Amphibs

East Coast /Atlantic

- **NASSAU (LHA 4)**
- **WASP (LHD 1)**
- **KEARSARGE (LHD 3)**
- **BATAAN (LHD 5)**
- **IWO JIMA (LHD 7)**
- **NASHVILLE (LPD 13)**
- **PONCE (LPD 15)**
- **SAN ANTONIO (LPD 17)**
- **MESA VERDE (LPD 19)**
- **WHIDBEY ISLAND (LSD 41)**
- **FT MCHENRY (LSD 43)**
- **GUNSTON HALL (LSD 44)**
- **ASHLAND (LSD 48)**
- **CARTER HALL (LSD 50)**
- **OAK HILL (LSD 51)**

Atlantic Fleet Inventory:

-4 LHD

-1 LHA

-2 LPD-4

-2 LPD-17

-4 LSD-41

-2 LSD-49

15 Total Amphib Ships



Amphibs

West Coast/Pacific

- **TARAWA (LHA 1)**
- **PELELIU (LHA 5)**
- **ESSEX (LHD 2) ***
- **BOXER (LHD 4)**
- **BONHOMME RICHARD (LHD 6)**
- **CLEVELAND (LPD 7)**
- **DUBUQUE (LPD 8)**
- **DENVER (LPD 9)**
- **JUNEAU (LPD 10) ***
- **USS NEW ORLEANS (LPD 18)**
- **GERMANTOWN (LSD 42)**
- **COMSTOCK (LSD 45)**
- **TORTUGA (LSD 46) ***
- **RUSHMORE (LSD 47)**
- **HARPERS FERRY (LSD 49)***
- **PEARL HARBOR (LSD 52)**
Sasebo

Pacific Fleet Inventory:

-3 LHD

-2 LHA

-4 LPD-4

-1 LPD-17

-4 LSD-41

-2 LSD-49

16 Total Amphib Ships

***FDNF -**



Shipbuilding/Procurement

- **LHD 8 MAKIN ISLAND** **Deliver FY09**
- **LPD 20 GREEN BAY** **Deliver Oct 08**
- **LPD 21 NEW YORK** **Deliver Jun 09**
- **LPD 22 SAN DIEGO** **Deliver Aug 10**
- **LPD 23 ANCHORAGE** **Deliver Feb 11**
- **LPD 24 ARLINGTON** **Deliver Aug 11**
- **LPD 25 SOMERSET** **Deliver Oct 11**

Updated as of May 2008

Commissionings are scheduled approximately 3 months after delivery.



Big Deck Program

- **LHD-8 Makin Island**
- **LHA-6**
- **LHA-7 and LHA-8 in MPF(F) or AE?**
- **LHA-9**
- **LHD(X)**



LHD-8 MAKIN ISLAND

- LHD 8 to be assigned to West Coast.
- Start of Construction: 22 May 03
- Christening Ceremony 19 Aug 2006
- Delivery Date plagued by delays; should of delivered last year. Katrina and Union Delays were causes for delay. Latest delay is massive wiring discrepancy throughout platform. New delivery date is second quarter of 2009 (Spring/Summer 2009)
- Major changes: Elimination of steam through the introduction of gas turbine





LHA Replacement



- The last of the four TARAWA class LHAs reach the end of it's service life in 2015*
- LHA(R) program originally developed to replace remaining LHA-1 Class Ships (4 ship build)

Concepts and Programs “Refining the program of record to a more affordable platform with maximum warfighting capability.”



LHA-6 (LHA(R)) Take Aways?

- **Increased Aviation Capabilities**
 - **MV-22 / JSF**
 - **Maint Capability (2 Maint Hi Hat Areas)**
 - **Fuel**
- **No Well Deck**
 - **Limited to Vertical Lift Items Only**
 - **May increase reliance on CH53 for external lifts**
- **Decrease SQFT (vertical lift only items)**
- **Decreased Medical Capability**
- **Preliminary analysis shows that this platform works well in an MCO (MEB) scenario; however, limits operational flexibility in an LCO and MEU/ESG deployment scenario.**



Latest on LHA (R)

2009 Shipbuilding Plan

- **LHA-6 slated for the AE.**
 - **FY06/FY07 Procurement (split funded)**
- **LHA-7 and LHA-8 slated for MPF(F) ****
 - **LHA-7 FY10 Procurement**
 - **LHA-8 FY14 Procurement**
- **LHA-9 slated for the AE.**
 - **LHA-9 FY17 Procurement**

USMC standing up Well Deck Analysis Working Group to provide analytical requirements to install the well deck into LHA-8 and LHA-9. Well Deck Analysis to be completed by Nov 2008. Stakeholders: CD&I, PP&O, and P&R.

POM-10 Draft Latest USN Perspective

- **All LHA-6 Class assigned to AE**

Pros:

-Provides modern big decks to replace legacy LHA-1 Class Ships.

Cons:

-Leaves MPF(F) without new shipbuild big decks.

-LHA-6 and LHA-7 will not have well decks.



LPD-17 Program Highlights

- **3 of programmed 9 ships have been delivered.**
- **USMC Requirement is 11 LPD-17 Ships.**
- **Congress (HASC) favorably views requirement for 10th and 11th LPD-17s.**
- **10th LPD-17 was the USMC's #1 unfunded priority.**
- **Some working shipbuilding budgets reflect the procurement of the 10TH LPD-17 if supplemental is received.**



LPD 17 Lead Ship Snapshot

- **USS SAN ANTONIO (LPD-17)**
- **LPD-17 Commissioned and Homeported at Norfolk, VA.**
- **Delivered uncompleted.**
- **Post Shake Down Availability during summer 07 to complete unfinished work and discrepancies noted during INSURV earlier this Spring.**
- **OPEVAL scheduled for Early 08.**
- **Scheduled to deploy in 2008.**
- **USS NEW ORLEANS (LPD-18)**
- **Delivered uncompleted.**
- **Availability during summer 07 to complete unfinished work.**
- **Currently conducting CSQT in Hawaii.**
- **USS MESA VERDE (LPD-19)**
- **Commissioned Dec 15, 2007 (Panama City, FL)**
- **Delivered completed.**
- **Homeported in Norfolk, VA**

LPD-17 Completed OPEVAL Mar 2008



Original LPD-17 Program quantity was 12; currently on 9 ships in the shipbuilding plan.



(As of 27 July 2007)

LPD 17 Class delivery dates



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LPD-17 Take Aways

- **Increased Aviation Maint Capacity**
 - Hangar Bay
- **Increased Surface Asslt Capacity**
 - 2 LCACs vice 1 LCU w/LPD-4 Class
- **Increased SQFT Capacity (almost double LPD-4)**
- **Increased Medical Capability**
- **Berthing / Pax Traversing Considerations**
- **MOGAS Issues**



LSDs

- **Current inventory is 12 LSDs (8/4)**
- **HQMC and OPNAV looking at moving LSD(X) procurement to the left.**
- **Optimally, looking to use the LPD17 hull form.**
 - **Doing so may realize cost savings for program**
- **Contractor could possibly keep production line “Hot” using LCC(R) as a bridge.**
 - **Depends on whether or not LCC(R) uses LPD17 hull form and if we can procure the additional (10th and 11th) LPD-17s.**



MAGTF OPS Working Group

~~Top Ten List~~

1. ESG VS PHIBGRU
2. LARGE SCALE EXERCISE LSE
3. L-CLASS SHIP MAINT FUNDING
4. HF ALE INTEGRATION / SAR
5. CLSM/ EMUT ANTENNA INSTALLMENT
6. DIGITAL SATCC
7. CBSP
8. GIG E INSTALLS
9. ESG/MEU SPACE INTEGRATION AND STANDARDS
10. LCU REPLACEMENT



Recommendations to AMW OAG SWGs

COMMARFORS O-6 Reps to serve as observing members. MEF representatives and USN equivalents (i.e. Numbered Fleet Commanders) are voting members

EXECUTIVE COMMITTEE
KEY STAKEHOLDERS
ESG 2, ESG 3, ESG 7
CG I MEF, CG II MEF, CG III MEF

MARFOR & MEF representation

MARFOR & MEF representation

MARFOR representation

COMMAND AND DOCTRINE
CHAIR: ESG 7

CG I MEF ESG 2 CG II MEF ESG 3 CG II MEF

STANDING WORKING GROUP (SWG) – OUTPUT: TOP TEN COMMAND DOCTRINE LIST

MARFOR representation

MAGTF OPERATIONS
CHAIR: CG III MEF

CG I MEF CG II MEF
THREE ONE MEU ELEVENTH MEU FIFTEENTH MEU THIRTEENTH MEU TWO SIX MEU TWO TWO MEU TWO FOUR MEU

STANDING WORKING GROUP (SWG) – OUTPUT: USMC MAGTF OPS TOP TEN

MARFOR & MEF representation

HM AND E
CHAIR: COMLSDDLPRON

COMPHIBRON ONE COMPHIBRON TWO COMPHIBRON THREE
COMPHIBRON FOUR COMPHIBRON FIVE COMPHIBRON SIX
COMPHIBRON SEVEN COMPHIBRON EIGHT COMPHIBRON ELEVEN

STANDING WORKING GROUP (SWG) – OUTPUT: HM AND E TOP TEN LIST

BEACH/ LITTORAL
CHAIR: ESG 2

COMCMRON ONE CNBG ONE CNBG TWO COMCMRON TWO
ACU ONE ACU FIVE ACU TWO ACU FOUR
BMU ONE PHIBCB ONE BMU TWO PHIBCB TWO

STANDING WORKING GROUP (SWG) – OUTPUT: BEACH/ LITTORAL TOP TEN

AIR OPERATIONS
CHAIR: COMTACGRU ONE

TACRON ELEVEN TACRON TWELVE
TACRON TWENTY ONE TACRON TWENTY TWO

STANDING WORKING GROUP (SWG) – OUTPUT: TOP TEN AIR OPS LIST

PHIBRONS integrated into MAGTF operations working group

MARFOR & MEF representation

TRAINING AND READINESS
CHAIR: ESG 3

EWTGLANT EWTGPAC
COMPHIBRON ONE COMPHIBRON TWO
COMPHIBRON THREE COMPHIBRON FOUR
COMPHIBRON FIVE COMPHIBRON SIX
COMPHIBRON SEVEN COMPHIBRON EIGHT
COMPHIBRON ELEVEN

STANDING WORKING GROUP (SWG) – OUTPUT: TOP TEN TRAINING AND READINESS LIST

C5I
CHAIR: COMLHDON

COMPHIBRON ONE COMPHIBRON TWO COMPHIBRON THREE
COMPHIBRON FOUR COMPHIBRON FIVE COMPHIBRON SIX
COMPHIBRON SEVEN COMPHIBRON EIGHT COMPHIBRON ELEVEN

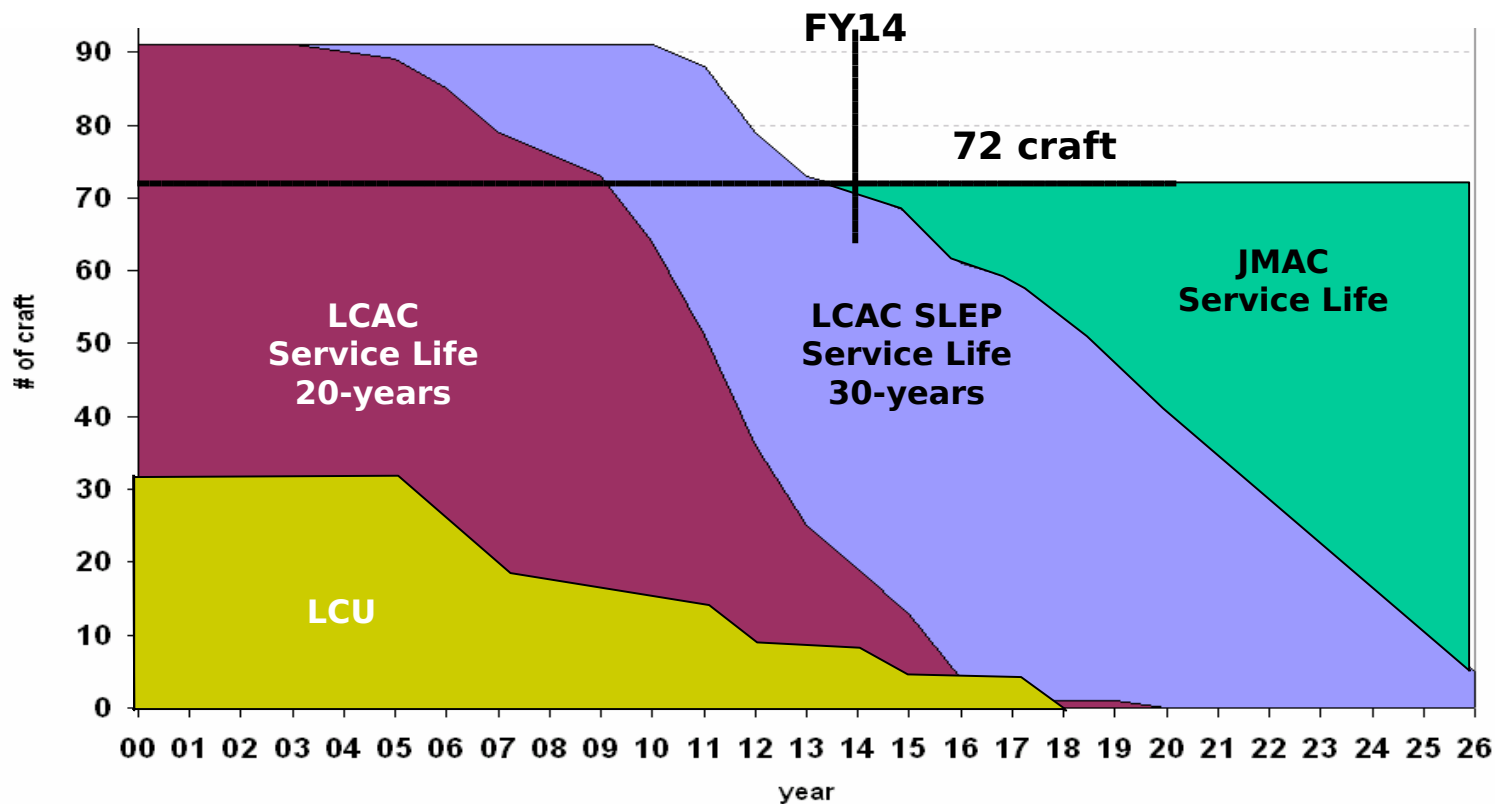
STANDING WORKING GROUP (SWG) – OUTPUT: TOP TEN C5I LIST

MARFOR & MEF representation



Ship to Shore Connector (Joint Maritime Assault Craft)

- JMAC required to fill future gaps that the end of LCAC and LCAC SLEP Service Life will create
 - Key to future Joint surface assault and sustainment





Studies and Analysis

- **Ship Stability Weight and Moment Study**
- **Amphibious Assault Ship Well Deck Analysis**
- **NSE Organizational Structure ISO MCO - N81**
- **Air Cushioned Vehicle SSC Requirements Study for AE and MPF(F) - N81**
- **Evaluation of Alternate MPF(F) Squadron Composition Impact on Loads in LMSR and Offloadability Study - N81**
- **Mobility Capabilities Requirements Study (DOD)**

Amphibious Programs





Program Overview

LCAC SLEP

BUOYANCY BOX REFURBISHMENT

- Addresses Corrosion Problem
- 20-Year Service Life
- Incorporates Hull Upgrades and

ROTATING MACHINERY REFURBISHMENT

- Extends Useful Life of Equipment
- Reduces Maintenance

C4N REPLACEMENT

- Introduces Open Architecture
- Introduces Modern COTS Equipment
- Provides Precision Navigation
- Provides Common Tactical Picture
- Provides Comm Suite Interoperability

ENHANCED ENGINES

- Provides Additional Power
- Reduces Fuel Consumption
- Reduces Maintenance

DEEP SKIRT

- Reduces Drag
- Increases Performance Envelope
- Reduces Maintenance
- Increases Obstacle



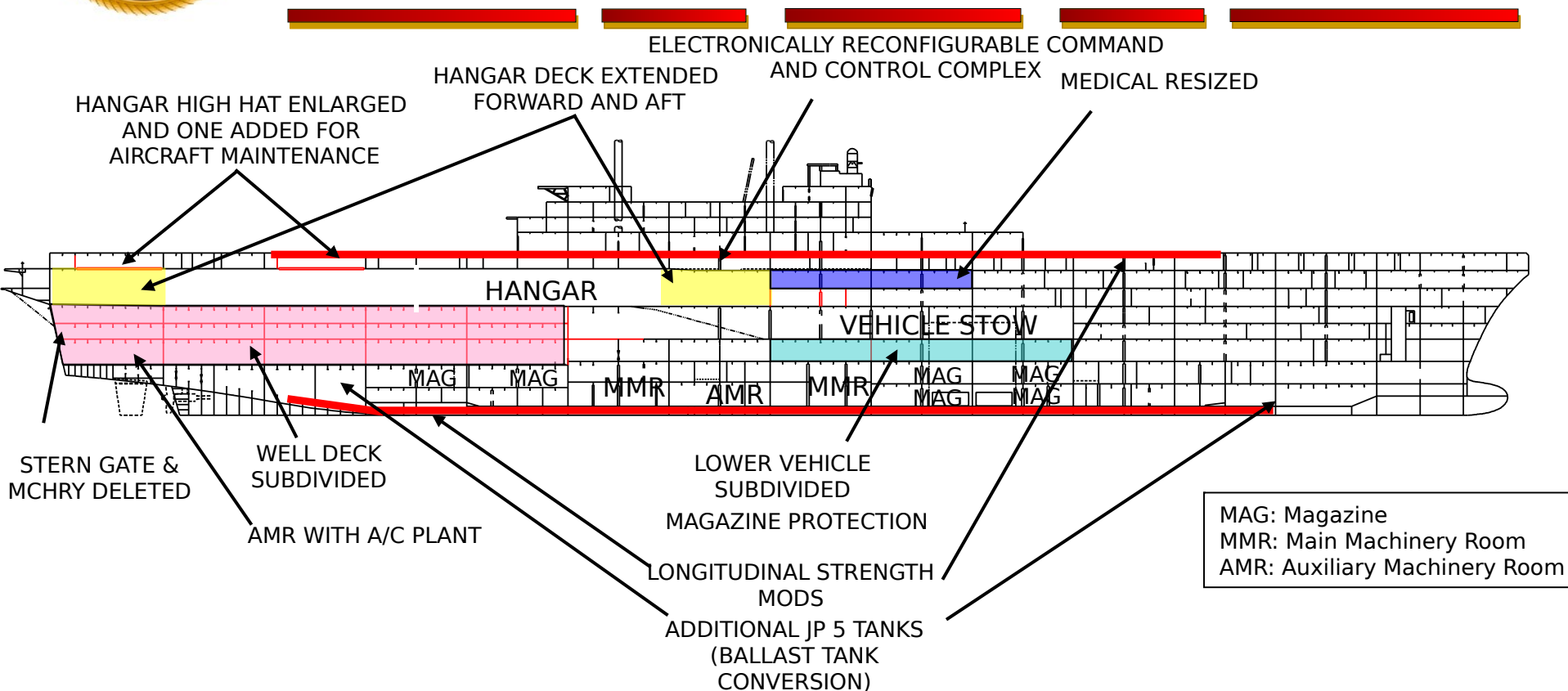


Backups





LHA 6 Design



- Increased aircraft spotting factors for future Marine Corps aircraft as well as larger logistic footprint required hangar deck expansion and subsequent relocation of AVCAL (aviation test equipment, tools, parts etc.) and maintenance shops to the former well deck area
- Removal of well deck allowed for increased aviation fuel capacity through conversion of ballast tanks to JP-5 tanks



Capability Comparison

LHA vs. LHD vs. LHA(R)

Requirements	LHA	LHD	LHA(R) (LHA 6)
Aviation: JSF	0	19	23
Aviation Maint (MV22)	Limited	Limited	Full (2 MV22)
Cargo (K cubic ft)	109	125	160
Vehicle (K square ft)	25.4	20.9	11.6
Troops	1,713	1,686	1,686
Well Deck Spots (LCAC)	1	3	0
JP-5 (K gallons)	400	617	1,300
Sustained Speed (kts)	22	22	22
Survivability (armor)	None	Limited	Add'l

CAPABILITY VALIDATED BY JROC ON FEBRUARY 8, 2005

JROCM validated revised aviation, survivability and force protection KPPs on December 19, 2005



LHA (R)Description

- **Mission**

- **Amphibious Assault with Aviation Focus**
 - 9 Landing Spots
 - Supports tilt -rotor aircraft, helicopters, and STOVL aircraft

- **Support USMC Future Aviation Combat Element (ACE)**
 - MV 22
 - JSF

- **Description**

- **Expanded Hangar Bay and aviation support facilities**
 - Increased aviation fuel capacity
 - Increased aviation weapons storage capacity
 - Increased stowage for “aviation footprint”
- **Deletion of well deck**
- **Enhanced survivability**

- **Employment**

- **Provide forward presence and power projection, independently as an integral part of joint, interagency, and multinational maritime expeditionary forces.**



LANDING FORCE OFFICE SPACES BACKGROUND

- **APR 04 - MARFORLANT SUBMITTED LHD C2I SPACE CONFIG CONF**
- **OCT 05 - SCD-187 APPROVED TO ADDRESS MARFORLANT C2I RECOM**
- **APR 06 - 26 MEU MAGTF SPACE UPGRADES FOR BATAAN ESG**
- **JUN 06 - MARFORCOM ENDORSEMENT OF 26 MEU SPACE UPGRADES**
- **AUG 06 - 22 MEU ASSESSMENT OF AMPHIB SHIPPING**

DEMAND SIGNALS FOR PROCESS



DEVELOPING THE BASELINE

- **IN ORDER TO AFFECT CHANGES / MODIFICATIONS, A UNIFORM STANDARD MUST BE DEVELOPED AND SCD'S SUBMITTED.**
 - **Develop an Interim Policy for approval of ship modification/change requests.**
 - **Staff the Baseline.**
 - **Incorporate Baseline into SCDs.**
 - **Provide a Process on how to incorporate future required capabilities into SCDs.**

**THE WAY AHEAD WILL INCORPORATE SCD'S
FOR EACH SHIP CLASS**



EVOLUTION OF EQUIPMENT

- **-M151 Jeep W/M416 Tlr (WT:2960 LBS)**
- **M998 HMMWV 1/1/4 T Trk(~6000 lbs)**
- **M998 HMMWV w/ MAK Armor (10,500 lbs)**
- **-M48 Tank (104K lbs)**
- **M60 Tank (113,200 lbs)**
- **M1A1 Tank (138K lbs)**
- **-CH46A (13K lbs)**
- **CH46E (15.5K lbs) (Basic/Empty)**
- **MV22 (33K lbs) (Basic/ Empty)**
- **-CH53A (23K lbs)**
- **CH53D (23K lbs)**
- **CH53E (49K lbs)**
- **ARMOR IMPACT**
- **-MTVR with armor: ~10K lbs additional wt.**
- **-HMMWV with armor: ~3K lbs additional wt.**



MEU EQUIPMENT

- **MEU EQUIPMENT**
- **Current operations in the CENTCOM AOR have resulted in a program of up-armoring of almost all vehicles in the MEU. This program of up-armoring has resulted in the following challenges:**
 - **Weight: The significant increase in vehicle weight has led to concerns to ship's stability and draft capacities.**
 - **Space: The "up-armored" vehicles are larger than their unarmored counterparts and thus change the dynamic of ship loading.**
 - **Crossing the beach: The weight of the new vehicles has made surf passages problematic. Off-load of vehicles is restricted to LCU ramps and LCAC.**
 - **Solutions:**
 - **MEU enhancement package: Designed to provide up-armored vehicles to allow a MEU to operate in the CENTCOM AOR**
 - **Selected use of "Black-Bottom" shipping to move "excess" vehicles and equipment to projected employment areas (specifically CENTCOM AOR).**



Overview LHD 7 vs LHD 8



LHD 7



LHD 8

- | | | |
|---------------------------|----------------------------------------------|----------------------------------------------------------------------|
| • Propulsion total) | 2 Steam Turbines (70K HP total)
2 Boilers | 2 Gas Turbines (70K BHP total)
2 Auxiliary Prop. Motors (10K BHP) |
| • Electric Generation | 5 SSTGs, 2.5 MW each
2 EDGs, 2.0 MW each | 6 SSDGs 4.0 MW each |
| • Electrical Distribution | 450 VAC, Radial | 4160/450 VAC, Zonal |
| • Water Desalinization | 2-100,000 GPD Evaporators | 4-50,000 GPD RO Units |
| • Auxiliaries | Steam/Electric | All Electric |
| • Machinery Control LAN | Local Control/Copper Wire | Central Control System/Fiber Optic |
| • MMR Fire Protection | HALON 1301 | Water Mist |

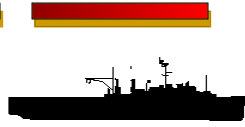


Comparison With Existing Amphibs

LPD 17



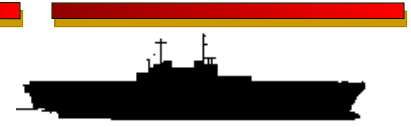
LPD 4



LHD1



LHA



LENGTH (FT)	684	570	844	820
BEAM (FT)	105	84	106	106
FULL LOAD DRAFT (FT)	23	23	26.7	26.7
FULL LOAD DISPL. (LT)	24,900	16,905	40,538	39,400
PROPULSION PLANT	DIESEL	STEAM	STEAM *	STEAM
SUSTAINED SPEED (KTS)	22	21	22	22
VEHICLE SQUARE (FT²)	25K	11.8K	20.9K	25.4K
CARGO VOLUME (FT³)	34K	38.3K	125K	105.9K
TROOPS	720	788	1,687	1,710
LCAC	2	1	3	1
LANDING SPOTS	4	2	9	10
CREW	361	420	1,247	1,204
MEDICAL CAPABILITY	24 BEDs/2 ORs	12 BEDs/1 OR	64 BEDs/6 ORs	18 BEDs/ 6ORs
MOGAS CAPABILITY (GAL.)	10,000**	22,300	0	9,000

•LHD 8 will have gas turbine propulsion.

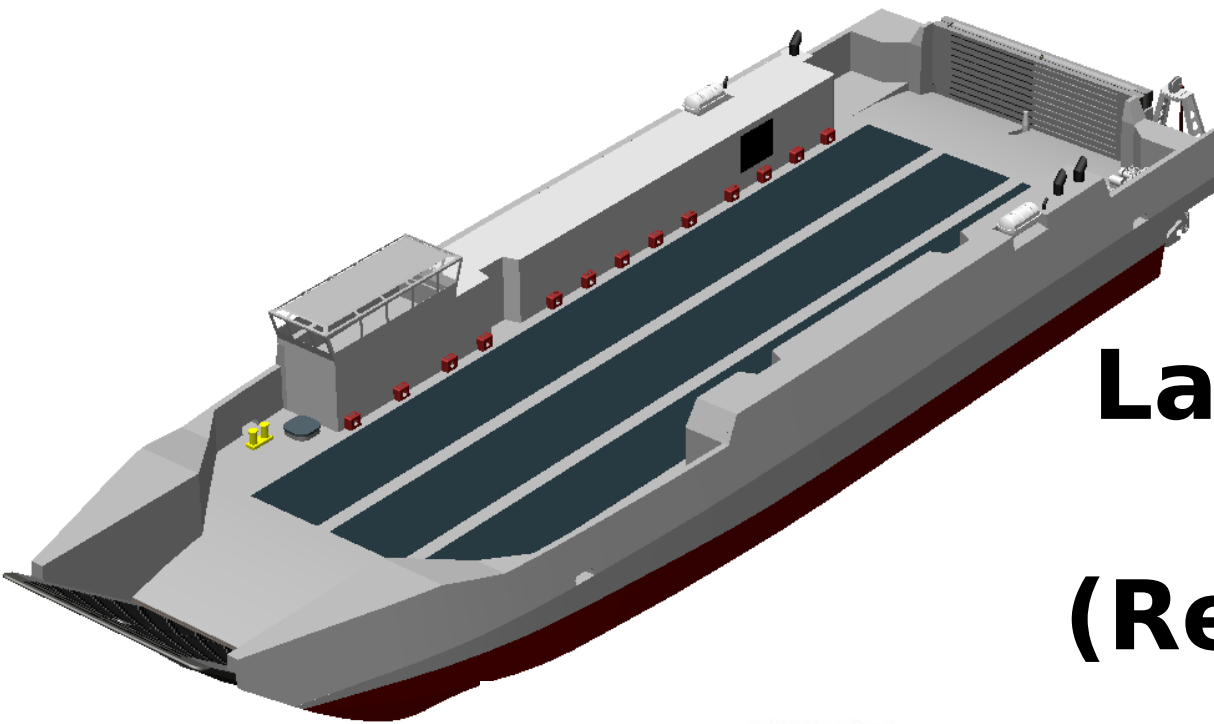
•LPD-17 MOGAS reduced to 3000



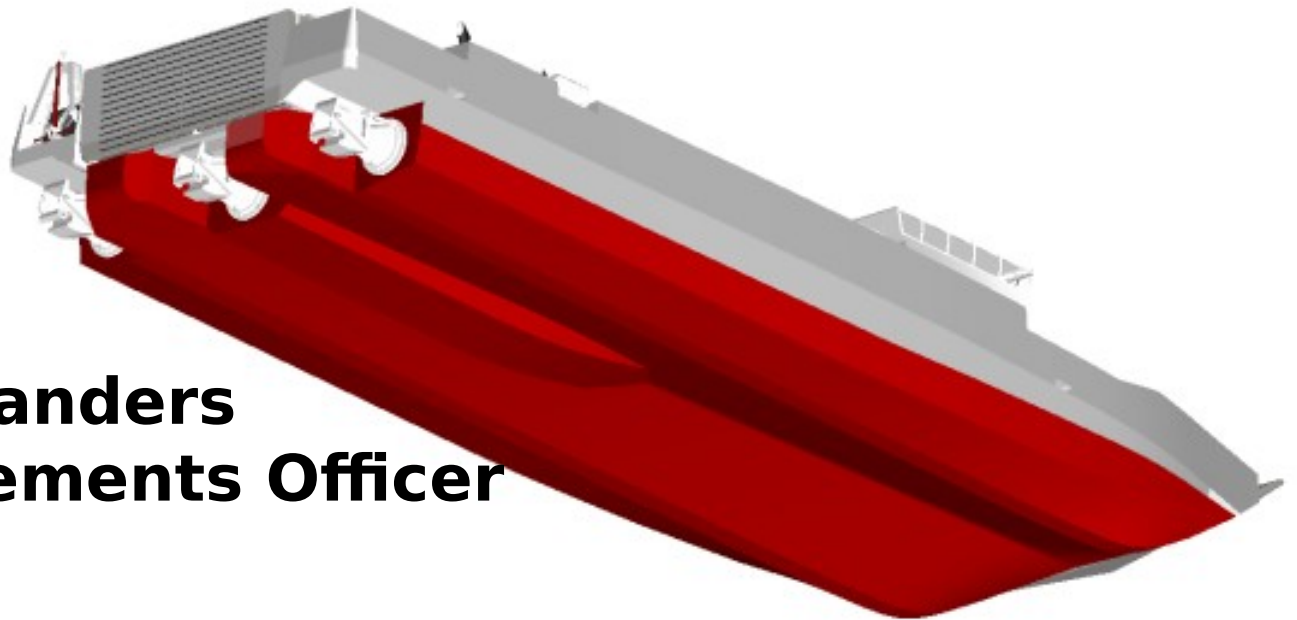
LCAC Systems Upgrade & LCAC SLEP

- Systems Upgrade
 - Rapidly replace obsolete equipment: Radios and Radars
 - Responsible for 67% craft down CASREPS
 - Deep Skirt
 - Corrosion Abatement

System Upgrade = 3-4 Months | SLEP = 9-12 Months



Landing Craft Utility (Replacement)



**LCDR Eric Sanders
NSE Requirements Officer**



Why an LCU(R)

- **Current craft 12 - 24 yrs past ESL**
- **Performance and readiness degrading with age**
- **Current LCU wastes Well Deck space**
- **Current LCU is subject to broaching due to poor maneuverability**
- **Communications suite outdated and non-interoperable**



Katrina Shipbuilding Impact

LPD HULL	PRE-STORM DELIVERY	POST-STORM DELIVERY
LPD-17	07/05	NO IMPACT
LPD-18	1/06	12/06
LPD-19	03/06	03/07
LPD-20	10/06	12/07
LPD-21	8/07	04/08
LPD-22-25	NOT PROGRAMMED	NO IMPACT
LHD-8	7/07	Mid-08